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Detroit Post



St. Paul, 1896

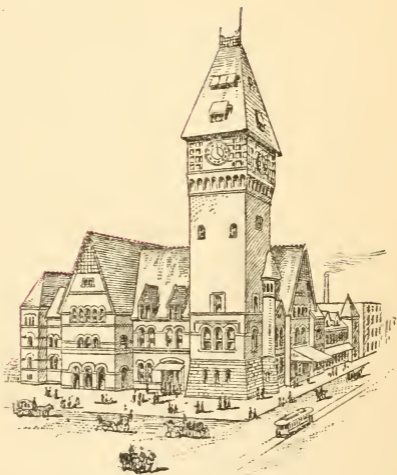




FIRST CORPS.



SECOND CORPS.



MICHIGAN CENTRAL STATION,
DETROIT, MICH.



THIRD CORPS.

DETROIT POST

No. 384

G. A. R.



FOURTH CORPS.



OFFICERS OF DETROIT POST
NO. 384, G. A. R.

1896

Commander, - - - - CHARLES DUPONT.
Senior Vice-Commander, CHARLES E. FOOTE.
Junior Vice-Commander, WILLIAM H. BAXTER.
Adjutant, - - - - JAMES T. BEADLE.
Quartermaster, - - - - JACOB BRISTOL.
Surgeon, - - - - WILLIAM H. H. HUTTON.
Chaplain, - - - - JOHN W. ANDREWS.
Officer of the Day, - CHARLES G. HAMPTON.
Officer of the Guard, - - THOMAS P. JONES.
Sergeant Major, - - - - NICHOLAS WOODS.
Quartermaster Sergeant, CHARLES C. SNEDEKER.

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FIFTH CORPS.



SIXTH CORPS.

ITINERARY OF SPECIAL TRAIN

DETROIT to ST. PAUL

VIA

MICHIGAN CENTRAL

Lv Detroit, August 30, 1896.....	1.00 pm
Lv Ypsilanti.....	1.50 pm
Lv Ann Arbor.....	2.05 pm
Lv Jackson	2.50 pm
Lv Albion	3.37 pm
Lv Marshall.....	3.58 pm
Lv Battle Creek.....	4.24 pm
Lv Kalamazoo.....	5.02 pm
Ar Niles (Supper)...	6.33 pm
Lv Niles.....	7.10 pm
Ar Chicago	10.30 pm

VIA CHICAGO & NORTH-WESTERN.

Lv Chicago, August 31.....	12.05 am
Ar Merrilan (Breakfast).....	9.00 am
Ar St. Paul.....	1.05 pm

HEADQUARTERS AT ST. PAUL

RYAN HOUSE



SEVENTH CORPS.

PAST OFFICERS.

1887

Commander, - - - HENRY M. DUFFIELD.
S. V. Commander, - - - GEORGE H. HOPKINS.
J. V. Commander, - - - HAZEN S. PINGREE.

1888

Commander, - - - HENRY M. DUFFIELD.
S. V. Commander, - - - GEORGE H. HOPKINS.
J. V. Commander, - - - WILLIAM S. GREEN.

1889

Commander, - - - - GEORGE H. HOPKINS.
S. V. Commander, - - - WILLIAM S. GREEN.
J. V. Commander, - - - LEVERETTE N. CASE.

1890-1891

Commander, - - - - WILLIAM S. GREEN.
S. V. Commander, - - - LEVERETTE N. CASE.
J. V. Commander, - - - JAMES T. STERLING.

1892

Commander, - - - - LEWIS H. CHAMBERLIN.
S. V. Commander, - - - ZIBA B. GRAHAM.
J. V. Commander, - - - OSCAR R. LOOKER.

1893

Commander, - - - - EVERARD B. WELTON.
S. V. Commander, - - - THOMAS S. MCGRAW.
J. V. Commander, - - - FRANK C. TROWBRIDGE.

1894

Commander, - - - THOMAS A. WADSWORTH.
S. V. Commander, - - CHARLES C. CHADWICK.
J. V. Commander, - - - - GEORGE T. JACK.

1895

Commander, - - - - LEVERETTE N. CASE.
S. V. Commander, - - - JAMES T. STERLING.
J. V. Commander, - - - ALBERT E. BIGELOW.



DETROIT POST NO. 384.

Department of Michigan, G. A. R.

The organization of the Post was perfected May 26, 1887, pursuant to a preliminary meeting May 5th, when application for a charter was made, and on the following evening, May 27th, at the parlors of the Light Guard in the Firemen's Hall building, the officers were installed by Department Commander Rutherford. On this occasion there were sixty-two charter members present, forty-nine of whom were already members of the Grand Army, with thirteen recruits. The Post now enjoys very desirable quarters in conjunction with the Michigan Commandery of the Loyal Legion at Nos. 58 and 60 West Congress Street, which are handsomely fitted up with all the



NINTH CORPS.

conveniences for such an organization, with the added features of a military club.

The membership is limited to 150, which number is usually fully borne on the muster rolls, vacancies being usually quickly filled as they occur. All of its members served as volunteers during the War of the Rebellion, a few serving also in the regular army and navy. United by their patriotic devotion to the Republic and its flag, its members were born in twelve different states and eight foreign countries, the larger number, forty-three, being natives of Michigan, and thirty-eight natives of New York. They represent eighty-eight different regiments or organizations, without counting the additional ones represented by fifteen members who served in more than one command. The infantry is represented by ninety-two members; cavalry, twenty-eight; artillery, fifteen; engineers, three;



TENTH CORPS.

sharpshooters, two; and the navy, seven. All ranks are represented, sixty-six having served as non-commissioned officers and fifty as privates and seamen. The average at enlistment was about twenty-one years.

Col. Fox in his "Regimental Losses" devotes especial attention to "300 fighting regiments," embracing every regiment in the Union Armies that sustained a loss of over 130 killed and died of wounds during the war. The membership of the Detroit Post No. 384 represents thirty-two of these regiments.

The Post paraded with forty men at the National Encampment of 1890 in Boston, and in 1891 played the part of host at the Detroit Encampment, leading the parade of August 5th with over 100 members in line as escort to the Commander-in-Chief. At the National Encampment of 1892, it took a prominent part as escort to the Department Commander in the parade of



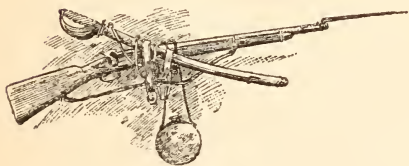
September 20th, with four platoons, color guard and full complement of officers, headed by a first-class band of music. The following year it participated with a band of the United States Infantry in the parade of the National Encampment at Indianapolis, receiving many encomiums as the best disciplined and most attractively uniformed post in the parade.

In 1894 it attended the Pittsburg National Encampment and entered the parade with upwards of fifty members and its own band, which accompanied it from Detroit.

In 1895 it paraded in Louisville with five platoons and attracted universal attention, receiving one continuous applause from start to finish. One distinguished member of the G. A. R., seated on the grand stand with the Commander-in-Chief, enthusiastically exclaimed, "I would rather be Commander of Detroit than Commander-in-Chief of the G. A. R."



It called in a body on that distinguished rebel, General Buckner, and paid its respects to him, an act which did much to heal any feelings of enmity still existing in the minds of the southern people of that locality. The Post was handsomely entertained at several private residences, and received from the most prominent citizens of the city the highest encomiums.



FOURTEENTH CORPS

NOTES ON ST. PAUL.

BY JULIAN RALPH.

IN EIGHT YEARS St. Paul has made tremendous strides away from the habits and methods of civic childhood. Its officials say that more has been done to establish its character as a finished city than will ever need to be done in the future. Its expenditures of energy and money have been remarkable. It has leveled its hills, filled its marshes and modernized all its conveniences. The water-works, which were the property of individuals, now belong to the people, and serve two hundred miles of mains with pure, wholesome water brought from a group of lakes ten miles north of the city. A noted firm of water-works builders has declared that it would willingly assume the city debt in return for the profits of this branch of the public service. No city



FIFTEENTH CORPS.

in the country is better drained than it is by its new sewer system. It had a mile and a half of improved streets and three stone sidewalks eight years ago, and to-day it possesses forty-five miles of finished streets and fifty miles of stone sidewalks. Two costly bridges have been put across the Mississippi and an important bridge has been rebuilt. In no city in the West is the railroad grade-crossing bugaboo more nearly exorcised. Only one notable crossing of that sort endangers the people's lives and limbs. The public buildings of the city are admirable, and were built at moderate cost and without sixpence worth of scandal. The restricted saloon system is enforced there and the residence districts are kept sacred to home influences and surroundings. The streets are thoroughly policed, and the fire department is practically new and appointed with the most modern appliances. The street-car service consists



SIXTEENTH CORPS.

of nearly one hundred miles of electric railway and fifteen miles of cable road. There are no horse-cars in use in the city; they would be too slow for such a town. St. Paul is rich in costly and great office buildings. There are a dozen such, any and all of which would ornament any city in the country.

* * * *

With uncalled-for modesty St. Paul's leading men apologize for the absence of a royal series of great parks and assert that they have now designed and begun work upon such a system. They admit that they possess thirty-two little squares for children and adult pleasure-seekers, and say that the city and its environs are so park-like that the need of great public lungs has not been pressing. The apology should be graciously accepted. It reconciles us with what we know of ordinary humanity in our comparatively torpid Eastern cities to find them weak in one respect. But



St. Paul does not lack all elegance and ornament of the highest and most modern order. In one boulevard, called Summit Avenue, it possesses one of the noblest thoroughfares and the nucleus of one of the most impressive collections of great mansions in the country. Euclid Avenue, Cleveland, has long ceased to lead the rich residence streets of the nation, for Chicago has more than one finer street of the same character, and so has Buffalo, and so has New York since Riverside Avenue has begun to build up. None of these has the beauty which the Hudson River and its Palisades lend to Riverside Avenue, but a good second to it is Summit Avenue, St. Paul. From its mansions, rising upon a tall bluff, the panorama of a great and beautiful countryside is commanded.

It may be necessary to say to the untraveled Eastern reader that the appointments—and the tenants—of these



mansions reflect the best modern attainments of civilization as it has been studied in the capitals of the world. One, at least, among these houses has not its superior in New York, so far as its size, its beauty and the character of its surroundings are concerned. In its appointments it will be found that the elegances and art triumphs of far more than Christendom have been levied upon to testify to a taste that at no point oversteps the limits cultivation has established. On the walls a number of the masterpieces of the Barbizon school hang side by side with the best efforts of Munkacsy, Diaz, Tadema, Detaille, Meissonier and many other masters. Barye bronzes have their places in various rooms and the literature of two continents, freshened by the constant arrival of the best periodicals, is ready at hand and well marked by use. Despite its ornaments, it is maintained quite as a home, and solely for comfort.



It is but one of the several mansions in these two far Western cities. They are as representative as the palaces of Fifth Avenue, evidencing nothing of taste that is not shared and reflected in the other homes of those communities.

Once again we come to the heart of any such study of a city's capacity for growth in importance and wealth. St. Paul, in 1881, manufactured \$15,466,000 worth of goods with which to trade with the Northwest; in 1890 the sum had grown to \$61,270,000, an increase of three hundred per cent. in nine years. The city is the dairy center of the Northwest. It has made great investments in the manufacture of clothing, boots and shoes, fine furniture, wagons, carriages, farm implements, lager beer, cigars, fur garments, portable houses for settlers, dressed stone, boilers, bridges, and the products of large stock-yards. To a less, yet considerable extent, it manufactures crackers, candy, flour, bed-



TWENTIETH CORPS.

ding, foundry work, sashes and blinds, harness, brass goods, barrels, brooms and brushes. Its banks have a capital of \$10,000,000; its jobbing trade amounted to \$122,000,000 in 1890; it did a business in cattle of every sort to the extent of a million head in the same year. It has fine hotels and opera houses, a typically elaborate Western school system, and is in all respects a healthy, vigorous, well-governed city.

Harper's Magazine, March, 1892.



TWENTY-SECOND CORPS.



TWENTY-THIRD CORPS.



MICHIGAN CENTRAL STATION,
LAKE FRONT, FOOT OF TWELFTH STREET,
CHICAGO, ILL.



TWENTY-FOURTH CORPS.



TWENTY-FIFTH CORPS

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